



THURSDAY EVENING, MAY 11, 1906.

## From Washington.

[Correspondence of the Alexandria Gazette.]  
The Secretary of the Treasury today received a letter from a man at Alvarado, Tex., who claimed to be the "penitent sinner" who sent \$12,000 to the conscience fund last spring. He says he would like to recover \$2,000 of the amount because he sent more than was really due the government. The writer of the letter, who, from the chronology, is not the same as the sender of the \$12,000, after explaining that he had traveled southwest and had been taken care of by a "kind lady" in the illness which overtook him, says: "Send this poor lady a little of that money if you please. She is trying to school two little girls, and her name is Addie Adams. When you get this I will be at rest." It is hardly possible that Addie will get any of the money.

A long distance telephone message from Senator Knox states that his daughter and son-in-law, Mr. and Mrs. Tindell, who were in the Harrisburg wreck, were not seriously injured. Mrs. Tindell was cut and bruised about the face, legs and body and Mr. Tindell cut about the face. Both were taken to the residence of Gov. P. W. Wacker where their wounds were treated.

British and German electrical engineers are much interested in a high speed telegraph printing system invented by Donald Murray. According to a report which has reached the State Department from U. S. Consul Liefeld, at Frieberg, Germany, the apparatus operates a linotype machine at the receiving station. Mr. Liefeld writes that the Murray machine was given its first public test at the Royal Institution, at London, and worked admirably. "When a message arrives at the receiving station," says Mr. Liefeld, describing the apparatus, "it is represented by a number of holes punched in the tape which operate special keys on the typewriter, pulling the carriage back if necessary, and by working it as if by human hands. In the same way a linotype machine is worked. A press message is sent off in the usual way and by means of the Murray apparatus it is immediately set up in type at the other end."

The discussion of block signals by section 3 of the International Railway Congress has offered some of the most interesting data of the convention now in session here. The ratio between human error and the failure of apparatus, was, according to the study of the delegates, the gist of the problem, and it was decided that where traffic increases the average of failure of apparatus decreases, whereas the average of human error increases. The delegates this afternoon visited the Patent Office, National Museum and other points of scenic interest in the city. An effort will be made to have President Roosevelt visit the American Railway Appliance exhibit tomorrow morning.

Governor Cummins, of Iowa, appeared before the State committee on interstate commerce this morning as one of the champions in the agitation to confer upon the Interstate Commerce Commission the power to fix railroad rates. Foreign delegates showed great interest in the Harrisburg railroad catastrophe, and expressed the deepest regret at its occurrence. "We have had no explosion such as this seems to have been on our railways," said a prominent English delegate, and in fact none of our accidents have been due to cars of one train being thrown across another track alongside.

Hobart, O. T., May 11.—The cyclone which wrought death and destruction in this city last night, came from the south-west, and at nine o'clock dipped and struck the town of Snyder, with terrific force, leveling buildings and burying victims beneath the ruins. At least sixty people are dead and sixty more injured. The dead are badly mangled and many of the injured are so seriously hurt that they will die. The heads of some of the dead were crushed off, others lost arms and legs and timber was blown through the bodies of some. Only eight buildings are left standing. The property loss will be about \$300,000. The storm was not confined to Snyder. On the way to the stricken town the dead and injured were passed in plain sight of the relief trains.

Some joker has been industriously circulating from one end of the country to the other a story to the effect that the War Department intended to make a present to every Union veteran of the civil war an overcoat lined with buffalo fur. Several thousand applications have already been received, most of them containing clippings of the story, and each incoming mail adds to the pile. Of course there is nothing in the story except trouble for the clerks in the office of the chief clerk of the department.

Commissioner of Corporations James R. Garfield returned to his desk today after an absence of five weeks in the oil fields of Kansas, Colorado, Texas and California, where he was engaged in an investigation of the oil situation. He is not ready to go into details of his investigations.

The first meeting of the American members of the international deep waterways commission was held this morning in the offices of Gen. O. H. Ernst, the chairman. Afterwards they called upon Secretary of War Taft and with his approval it was decided to invite the Canadian members to meet in joint conference in this city on May 25th for the purpose of determining upon the scope of their work and decide where to make their headquarters for future meetings.

With 500 delegates housed in 130 tents near the new Washington Training School in the suburbs of this city, the thirty-sixth session of the General Congress of the Seventh Day Adventists opened today. The delegates, most of whom have brought with them their families, represent most of the United States and nearly every foreign country. There are delegates from Europe, India, China, Africa and the islands of the sea. The session will last three weeks. The delegates will live in tents and the meetings will be held under a big canvas canopy, with a seating capacity of 1,500. Elder A. G. Daniels, president of the congress, made the opening address this morning. It was very long and covered the whole field of the adventist's work. He laid special stress on the educational and medical missionary work.

## Captain Assassinated.

Nijni Novgorod, Russia, May 11.—Captain Gronzour, commander of a cavalry patrol, was assassinated last evening in the street, while making an official visit to the home of a citizen. A man fired several shots at the officer from the street inflicting fatal wounds. The assassin was arrested.

## TERRIBLE RAILROAD ACCIDENT

An express train of the Pennsylvania Railroad ran into a freight train in which there were two cars loaded with dynamite, at 1:10 o'clock this morning in South Harrisburg, Pa., near the plant of the Paxtang Light, Heat and Power Company.

Three terrific explosions that broke windows all over the city followed, and the two trains were completely wrecked and took fire. It is estimated that fifty persons were killed and 100 injured.

It is impossible to ascertain the exact number of fatalities, because the wreckage, in which many of the passengers and some members of the train crew are pinned, is still ablaze and unapproachable, and many small explosions occur continually.

When the first explosions occurred bodies were thrown clear out of the berths in the sleeping-cars, many landing down the railroad embankment and some even having been hurled into the Susquehanna river, which parallels the railroad in that locality.

All the physicians of the city procurable were summoned to attend the injured.

A fire alarm sounded and the firemen arrived, to find themselves practically helpless in the work of rescue. A police patrol wagon was commissioned as an ambulance, and as many of the injured as possible were loaded into it on each trip and taken to the Harrisburg Hospital, the capacity of which soon became taxed, because of the large number that were brought in.

A special train was made up and brought injured and dying to the Union station. Many of the injured were taken into private houses.

Immediately after the wreck all the passengers who could do so ran from the scenes of horror to safety from the incessant small explosions.

The agonizing cries of the unfortunates were heartrending. The office of the Paxtang Light, Heat, and Power Company looked like a hospital. At an early hour the Harrisburg Traction Company ran out a number of cars from its South Harrisburg barns and used them to bring the injured to the hospital.

With practically no clothing, many women and children from the train were compelled to wander about the fields, as there are few houses in the immediate vicinity of the wreck.

The train was the second section of No. 19. There were 169 passengers in the train, and the latest estimate is that fifty were killed.

The wreck was caused by a smaller wreck to the freight train, which was east bound. Passing the plant of the Paxtang Electric Company, near Cedar street, an air hose burst and several cars in the middle of the train buckled up and fell across the passenger tracks at the side.

Almost at the same moment the express train, with ten coaches, dashed along and plunged into the wrecked freight cars. The boiler of the passenger locomotive blew up, and the concussion caused the immediate explosion of the two cars of dynamite in the freight train. The force of the collision crushed all of the passenger cars, which piled up in a huge mass with those of the freight.

Pathos indescribable characterized the scenes about the wreck. Husbands separated from wives and little children bereft of their parents sought their friends among the dead and dying.

Sometimes they succeeded in finding their loved ones among the slightly injured, or even among those unscathed, but many were found among the bodies in the temporary morgue at the Paxtang plant. In many instances they failed to find them at all, either because the bodies were still buried in the smoking debris or were so badly burned as to be unrecognizable.

At 4:45 o'clock this morning it was authoritatively ascertained that the entire passenger train of nine cars and the engine were destroyed. Nine freight cars were also destroyed and three others derailed and wrecked.

The passenger train, of which not a valuable square foot was left, had consisted of one locomotive, torn to pieces when the explosion occurred, six Pullman sleeping coaches, two baggage cars, one mail coach, and one engine tender.

The first explosion heard was that of the boiler of the passenger locomotive. This was followed by a most terrific noise when the dynamite car went up. The car was No. 71,383 of the Erie Railroad, and had a cargo of 5,000 pounds of dynamite.

Despite the harrowing occurrence there were early on the scene, undeterred, many negroes and foreigners, searching for loot. The heat was intense and the crowd of reputable people so great that it is believed the thieves secured but little of value.

Practically all of the glass exposed in windows in South Harrisburg and Steelton was broken by the force of the explosion. Most of the downtown sidewalks were literally covered with broken glass. Glass windows on Market street, one mile from the scene of the disaster, were broken.

## KILLED BY TORNADO.

Reports over railroad wires to Fort Worth, Texas, say dispatches from Snyder, Okla., to the train dispatcher of the Frisco at Sapulpa, I. T., reports that a tornado struck Snyder last night, wrecking the town and killing 500 people, and relief is asked for.

A destructive windstorm passed down the main street of Lawrence, Kansas, last night, doing considerable damage to buildings. Everett Hall was unroofed and a large number of plate glass windows were broken by hail and wind. So far as known nobody was seriously hurt. The electric light plant was put out of business.

## The Market.

Georgetown, May 11.—Wheat 85 1/2.

Letter to J. D. Normoyle,

Alexandria, Va.  
Dear Sir: Father and son: one is glad, the other is sad. Devere, lead-and-lead. Mr. Charles Hollister, Fair Haven, N. Y., painted his house Devere three years ago; his father, same time, painted his house lead-and-lead.

The father's house is all chalked off; the son's is as good as new. They'll paint the same way next time.  
Yours truly  
F. W. DEVER & CO  
New York

P. S.—E. S. Leadbeater & Sons sell our paint.  
When a'nd'er you feel impending ill,  
And need a magic little pill,  
No other one will fill the bill.  
Like DeWitt's Little Early Risers.  
The Famous Little Pills EARLY RISERS cure Constipation, Sick Headache, Biliousness, etc. They never gripe or sicken, but impart early rising energy. Good for children or adults. Sold by W. F. Creighton, 301 King street, and corner Queen and Patrick streets.

## AGAINST MOB LAW.

A committee representing the labor unions of Chicago called upon President Roosevelt and protested against the proposition to send federal troops to that city.

In reply the President in part said: "I have read the petition you have presented to me, the conclusion of which is a request for a hearing before any action be taken by the President relating to the Chicago strike situation. As yet no suggestion of any kind has come to me from any source that I should take any action. Of the merits of the case I am wholly ignorant. I have no knowledge of what the situation is or of what steps should properly be taken to end it. I feel, however, that in view of one statement or series of statements, in your letter I ought to say this:

"I regret that you should in the letter have spoken at all of the use of a federal army as you have there spoken. No request has been made to me for action by the federal government, but at the same time Mr. Shee, as you have in this communication brought up that fact I want to say one thing with all the emphasis in my power. In upholding law and order, in doing what he is able to do to suppress mob violence in any shape or way, the Mayor of Chicago, Mayor Dunne, has my hearty support. I am glad to be able to say this to you, gentlemen, before I say it to any other body. Now let me repeat that I know nothing of the facts of the situation. I know nothing of the rights or wrongs of the points at issue. What I have to say is based purely upon what I regard as the unfortunate phrasing of a letter presented to the President of the United States. I have not been called upon to interfere in any way, but you must not misunderstand my attitude. In every effort of Mayor Dunne to prevent violence by mobs or individuals, to see that the laws are obeyed and that order is preserved, he has the hearty support of the President of the United States. Now, gentlemen, it has been a great pleasure to see you, and I am glad to have had the chance to say this to you. \* \* \* I am a believer in unions. I am an honorary member of one union. But the union must obey the law just as the corporation must obey the law, just as every man, rich or poor, must obey the law. As yet no action has been called for by me, and most certainly if action is called for by me I shall try to do exact justice under the law to every man, so far as I have power. But the first essential is the preservation of law and order, the suppression of violence by mobs or individuals."

## THE PRESIDENT.

President Roosevelt arrived in Chicago from the West yesterday, took luncheon with the Merchants' Club, attended receptions by the Hamilton and Howard Clubs and at night was the guest of honor of the Irons Club, Chicago's big democratic club.

At the luncheon at the Merchants' Club Mr. Roosevelt made an address in which he uttered only a few words which could be construed as referring to the teamsters' strike. The upbuilding of a great navy was his main subject, saying, "We cannot abandon our position on the Monroe doctrine."

At a brilliant banquet by the Irons Club, the leading democratic organization in Chicago, Mr. Roosevelt was the central figure. He was deeply touched by the many kindly references to himself. Political differences, he said, are not personal issues. Speeches were made by Mayor Dunne, James Hamilton Lewis and President Gunther. Surrounded by men who have fought against him in two national political campaigns, who deprecate many of his avowed policies, and who have frowned on some of his political actions, the President was cheered to the echo as he entered and left the banquet hall, was applauded with enthusiasm throughout his address, and at its close he was given to understand that in his case political differences were not a personal issue.

## Odd Fellows.

The Grand Lodge of Odd Fellows, which had been in session in Lynchburg for the past two days, adjourned at a late hour last night to meet in Richmond.

The following officers were elected: Grand master, Norman Ashby; of Culpeper; deputy grand master, Roland E. Chase, Clintwood; grand warden, Col. C. C. Vaughan, Franklin; grand secretary, T. Wiley Davis, Richmond; grand treasurer, J. W. Ferguson, Richmond; grand chaplain, Rev. J. J. Sherer, Marion; representative to Sovereign Grand Lodge, which meets in Philadelphia in September, Frank Cassell, of Radford; trustees for the Orphans Home, W. D. Hill, J. P. Haddock and P. M. Bradshaw.

The reports from the various committees last night showed the order to be in a flourishing condition. The net increased in membership during the past year has been slightly over three thousand, making the number of members in the State something over 20,000. The proposition to establish an old folks' home was discussed and laid on the table until next year.

The Rebekah Assembly, which completed its labors in the afternoon, elected the following officers for the ensuing year. President, Miss Anna Kraus, of Lexington; vice president, Mrs. Celia Case, of Richmond; warden, Mrs. M. E. Whitmore, of Lynchburg; secretary, Mrs. S. Edmonia Dull, of Staunton; treasurer, Mrs. Edmonia Perkins, of Richmond; chaplain, Mrs. Nina Courts, of Clifton Forge; marshal, Mrs. G. Kennedy, of Staunton; conductor, Mrs. B. Greaver, of Charlottesville; inner guard, Miss Annie L. Long, of Irvington; outer guard, Mrs. Lizzie H. Whitaker, of Abingdon.

## Struck by Lightning.

During a heavy thunderstorm in Montgomery county yesterday evening William Linkous was struck by lightning and instantly killed while drawing oil from a tank in the general merchandise store of his father, four miles west of Christiansburg. Two of young Linkous's sisters, who were in the building, were knocked senseless and suffered so much from the shock that there is no hope for their recovery.

The bolt set fire to the oil and the flames quickly spread over the store, destroying it and wiping out the fortune of C. P. Linkous, father of the three victims. A remarkable coincidence is that James Linkous, a cousin of the victims, was struck by lightning and killed one year ago within a few feet from the spot of yesterday evening's occurrence.

## Today's Telegraphic News

## Railroad Horror.

Harrisburg, Pa., May 11.—The bursting of an air hose on a freight train caused the loss of about twenty lives, the injury of a hundred people on a passenger train, the destruction by fire of the freight train early this morning on the Pennsylvania railroad in South Harrisburg.

The second section of Cleveland and Cincinnati express, westbound, plunged into the wrecked freight train exploding two cars of dynamite and scattering the ground with the dead and mangled bodies of nearly all of the 169 passengers and the members of the crews of the two trains. The explosion destroyed windows all over the city, and set fire to both trains.

As the freight train, bound east, was passing the Cedar street crossing an air hose burst, and several cars in the middle of the train buckled and fell across the passenger track. At the same moment the passenger train of the ten coaches dashed into the derailed freight cars. This exploded a car of dynamite in the freight train and the passenger cars were mixed up in the resulting wreck of the freight. Almost instantly the two trains were on fire.

The inmates of the passenger train were either killed outright as they slept, or were thrown through the windows.

The scenes following the crash and the explosions were of the most horrible nature. Women were screaming, children were crying, and strong men were wandering about dazed and helpless. The tracks were strewn in all directions with half naked men and women some of whom were dead and others seriously injured.

Several of the passengers who escaped serious injury gave thrilling descriptions of their experience and the horrible sights they witnessed. Some of the unfortunates were pinned in by the seats or wreckage and burned to death before the eyes of those who were powerless to render assistance. In some cases heroic but unsuccessful attempts were made to pull injured persons through windows.

Eighteen bodies have been rescued, only five of which could be identified. It is believed the list of dead will reach twenty-five.

Six bodies, the arms and legs burned off, are beyond recognition. One body, that of a man, with arms and one leg burned off, and face burned to a crisp, and beyond recognition, bore evidence of being that of a man well to do, as the trouser leg that still remained was of the finest material. A man, who evidently was in a sleeper, as he wore pajamas, and whose clothes were placed with the charred body, was found to be a Mason, as he wore the Masonic emblem, the number of his lodge being 274.

Henry Silverman, who is a New York jewelry salesman, hid in his berth a satchel which contained jewelry worth \$17,000. He could not find the satchel when the wreck occurred, and was forced to leave it and the costly jewelry to be destroyed by the flames.

Harrisburg, Pa., May 11.—The force of the explosion which wrecked the two trains and cost a score of lives this morning, was so great that it upset a lamp in the residence of T. H. Martin, No. 10 South Sixteenth street two miles away from the wreck. The house caught fire and it and two adjoining houses were destroyed.

## The Oklahoma Disaster.

Oklahoma City, O. T., May 11.—Fire hundred persons are reported to have been killed or injured in a tornado that struck Snyder, a town 40 miles west of this city, at 11 o'clock last night. All telegraph and telephone connection with the wrecked town is gone, and only meagre information was obtainable early this morning. It is said that practically every house in the town, the population of which is about 1,200, has been wrecked. All the reports refer to killed and injured, and it is not known the exact number of dead.

The telegraph operator for the Western Union in Hobart says that many have been killed. He says that of the entire casualty list more than 100 are dead. The details of the havoc cannot be learned until after the relief trains have reached the wrecked town and made a report. A heavy wind storm has been blowing in the western part of Oklahoma all day and in many places hail and rain have fallen. It is said that a heavy hail storm accompanied the tornado. Several minor storms have been reported and in some places the damage has been severe.

Oklahoma City, O. T., May 11.—A report has just reached here to the effect that every house in Snyder, with the exception of Way's hardware store and the Frisco round house were destroyed. It is estimated that fully 250 people have been killed and 500 injured.

One Hundred and Twenty Killed.  
St. Petersburg, May 11.—A private telegram received here today estimates the number of Jews killed and injured in the riots at Jitomir at 120. Martial law has been declared in the town. Notwithstanding this, the rioting goes on, but on a smaller scale than when the outbreak first started. Reports from the District of Kovno and Smolensk say that the fighting continues in the Jewish quarters. It is feared the disorders will spread to other districts.

## Japanese Press Bitter.

Tokio, May 11.—The press is still bitter on the subject of the violation of neutrality in Indo-China. In discussing the matter the Jiji says: "Patience has reached the breaking point. Should France hesitate to act promptly, thereby affording the Russians further facilities for menacing our safety, we will have no choice left but to ask our ally (Great Britain) to fulfill its part of the alliance."

## Gunboat Launched.

St. Petersburg, May 11.—The gunboat Swinitz was launched today at the New Admiralty works in the presence of the Grand Duke Alexis, high admiral of the Russian fleet. At the same time that the ceremonies in connection with the launching of the Swinitz were in progress, the first keel plates of the gunboat Glutak and of a new battleship were laid.

## Son Lost Mother.

"Consumption runs in our family, and through it I lost my mother," writes E. B. Reid, of Harmony, Me. "For the past five years, however, on the slightest sign of a cough or cold, I have taken Dr. King's New Discovery for Consumption, which has saved me from serious lung trouble." His mother's death was a sad loss for Mr. Reid, but he learned that lung trouble must not be neglected and how to cure it. Quickest relief and cure for coughs and colds. Price 50c and \$1.00; guaranteed at E. S. Leadbeater & Sons' drug store. Trial bottle free.

## Situation in Chicago.

Chicago, May 11.—Federal interference in the teamsters strike became more sharply a point of discussion today by reason of the injection of the petition to the President yesterday by the labor leaders into the situation. As a stroke of diplomacy, it has been given out by President Shee, of the teamsters' union, that all efforts to reach the ear of the President had been abandoned. Meanwhile arrangements were made to meet the President at the Auditorium on his return from the Hamilton Club reception. The labor leaders assert they are well pleased with the manner the President received them, but nevertheless in view of what the executive had to say in reply about the observance of law and order, and his inferential remarks that Mayor Dunne would receive governmental support if necessary there is an undercurrent of opinion that perhaps the only advantage gained by a move is an accentuation in an official manner of their position in this strike.

The President's reference to the "unfortunate phrasing" of the statement is taken as a hint that President Roosevelt was not entirely pleased with the document. Having delivered their side of the story the leaders today turned down to renewed plans of activity.

The employers are jubilant, the moral influence of the President's presence and his utterances of determination in upholding the laws have given them added courage to prosecute the fight, and most unequivocal statements are made that there is to be no recession in the position taken.

One of the prominent members of the employers' association has stated that the merchants will close their stores if necessary before they will yield to the strikers. This sentiment finds echoing support by others and all indications point to a "stone wall" front on the part of capital.

Talk now is heard of involving the Illinois Manufacturers' Association, to the extent that the latter shall insist on the delivery of goods to any and all houses that contract for the same, whether "boycotted" or not. The association will meet tonight when it is expected resolutions to this effect will be adopted. If the plan carries, a more important spread of the strike than has developed since the first week of the contest may be looked for. Orders were issued by the labor committee to have printed 1,500 copies of the memorial to the President, to be sent to papers from the country and to the sixty-three central labor bodies in the various cities.

Five people have lost their lives so far in conflicts incident to the strike.

A man named Waldron, a driver of a Wells Fargo express wagon, shot and killed last night a man named Pierce, a striking teamster, who passed the express wagon last night and recognizing Waldron as a former union man, addressed him in sarcastic words. Waldron, it is claimed, drew his pistol and fired, the bullet finding lodgment above Pierce's heart. Waldron ran to the Wells Fargo barns, which were surrounded by police, and was captured. He would make no statement. Edward Wright, aged 16, was shot in the thigh by a man on an express wagon, at whom a brick was thrown. The employers this morning state that they will send out 2,200 wagons.

## Oil Tank Burning.

Wheeling, W. Va., May 11.—The efforts of the people of Downs, W. Va., to extinguish the flames in the 12,000 barrel tank of the Standard Oil Company, fired accidentally this morning, have been unavailing. The tank was almost consumed, and all houses within a radius of several hundred feet have been burned. The cannon on the special train sent from Morgantown, arrived at 6 o'clock, but on account of the intense heat it was not possible to get the gun within sufficient range to penetrate the heavy iron of the tank. It was thought if the tank were punctured, the flames would die out. The fire will cost the Standard Oil Company a million dollars. It was caused, it was said, by the carelessness of an operator who dropped a match when gauging the tanks. In range of the fire are other tanks with a combined capacity of about 80,000 barrels. The pumping station is a total loss. The people are now building earthen trenches around the tank.

## The Kaiser and the Yellow Peril.

Berlin, May 11.—Kaiser William today, in the course of a speech delivered to the troops, following a review at Strasburg, referred to the war in the far East and declared that as Russia had proved incapable of averting the "yellow peril," Germany might find it necessary to undertake the task. He attributed Russia's failure to defeat the Japanese to the fact that her army had been demoralized by vice and drunkenness. The emperor's words on this subject were: "The Russian army has been defeated in Manchuria, because it was demoralized by vice and drunkenness. This is the only possible explanation of the Russian collapse. Russia has proved incapable of averting the 'yellow peril,' and Germany may find it necessary to oppose the aggression of the yellow race forcibly. German soldiers must avoid the vice, which have undermined the Russian military power."

## Suicide of an Opera Singer.

New York, May 11.—While the ferry boat Newburg was crossing the North river at 1:30 o'clock this morning, bound from the foot of 42nd street for Weehawken, N. J., Wallace MacCreary, an opera singer, jumped overboard and was drowned. His body has not been recovered. A note found in the man's hat, which was left in the cabin, read: "I am tired fighting the battle of life. Mr. Hammerstein promised me a position as door keeper in Field's Theatre, but I forgive him. I go, but this is the cause of taking my life. Let my body go to the bottom."

## Pardon Denied.

Trenton, N. J., May 11.—The Court of Pardons today denied a pardon to Libbie Garbrandt, although four of the seven members present voted in favor of her release. Chancellor Magie, who voted against the woman, said the vote of five, or a majority of the entire court of eight members, was necessary to release. Heretofore prisoners have been freed on vote of four of seven members. Today's vote is sustained by many. It is necessary to have five votes before a prisoner could be liberated.

## Fled From Yellow Fever.

New York, May 11.—The steamer Segurana, which arrived here today from Colon, brought about thirty employees of the Isthmian Commission who

had resigned. They quit work at Colon because of the increasing number of cases of fever there. Some of them said that if they were sent out of the town into the country there would be little danger, but housed up as clerks they are constantly exposed to malarial if not yellow fever.

## Vessels Sighted.

Tokio, May 11.—It is reported that two vessels of the Vladivostok squadron were sighted off Amomora, on Tuesday. Amomora is on the Bay of Amomora, which is at the northern extremity of Hondo, the largest of the Japanese group. The bay opens into the strait of Tsugara, which separates Hondo from Yezo, another of the Japanese group.

## New York Stock Market.

New York, May 11.—The trading element on the floor of the stock exchange sold at the opening and have been aggressive sellers all through the first hour of many stocks. Metropolitan Street Railway was depressed because of a statement that there had been a leak in the Supreme Court and that it was known that a decision in the franchise case had been written, but not yet handed down, upholding the franchise tax law. The stock declined to 114 on this selling. Metropolitan Securities dropped two points and Brooklyn Rapid Transit one per cent. Some of the traders on the floor at the same time made a drive at Steel Common, breaking the price below 30, and preferred was forced down to 97 1/2. A feature of the market was the absence of pressure of long stock, either on declines or advances, and trading was wholly as Wall Street technically phrases it, "in contrails."

## Army of the Potomac.

The Society of the Army of the Potomac which began its thirty-sixth annual reunion at Manassas yesterday will adjourn this evening.

There was a business meeting of the society yesterday at which it was decided to meet in Washington next year, when it is expected the statue to McClellan will be dedicated.

During the exercises of the day Dr. Henry M. Clarkson, a former surgeon in the Confederate army, who previously was a soldier at Fort Montrie and fired one of the first three guns at the federal steamer, Star of the West, read a poem.

At the campfire last night at the Courthouse, Mr. J. B. T. Thornton presiding, a number of addresses were made by distinguished officers of both armies, Federal and Confederate.

An actual count developed the fact that there were present but seven survivors of the Army of the Potomac who participated in the first battle of Manassas and but 12 survivors of the Army of Northern Virginia participating in the same battle.

## Death of Capt. Philip P. Powell.

Capt. Philip Pendleton Powell, a retired United States army officer, died yesterday at Santa Barbara, Cal., after a long illness of Bright's disease, which he contracted in Cuba. Capt. Powell was 59 years old and was a son of the late Mrs. Ann R. H. Powell, of Winchester.

During the civil war he was a captain of artillery in the Confederate service. After the war he enlisted as a private in the United States army, later being advanced to captain. He commanded the Ninth Cavalry (colored) in the charge up San Juan Hill, in Cuba, and many say this regiment saved the Roosevelt Rough Riders from probable annihilation. Captain Powell is said to have been the only ex-Confederate holding a commission in the United States army prior to the Spanish-American war. He leaves a widow, Mrs. Kate Powell, five sisters and one brother. Captain Powell was a born soldier and of a commanding appearance. He will be buried in California.

## Handsone Station.

An event of unusual importance and interest to the public, especially the railway world, is the opening of the new Union Passenger Terminal at Atlanta, Ga., on Sunday morning, May 14.

This palatial station is the most magnificent, capacious and modern passenger station on this continent.

The first train to enter this new station will be the Southern Railway's United States Fast Mail Train, No. 35, from Washington, New York, and the East.

This station will be used jointly by the Southern Railway, Atlanta & West Point R. R., and Central of Georgia Railway.

A reception for inspection by the general public will be held by the management of the Union Passenger Terminal Company in the new station on Saturday afternoon, 13th instant, and will be a celebration in which all of Atlanta will participate.

Deafness Cannot be Cured  
by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by inflammation of the mucous lining of the Eustachian Tube. When this inflammation you have a running sound or imperfect hearing, and when it is entirely closed Deafness is the result and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are cured by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.  
We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Catarrh's Catarrh Cure. Send for circulars free.  
F. J. CHENEY & CO., Toledo, O.  
Sold by Druggists, 75c.

## Take Hall's Family Pills for constipation.